

OHIO PUBLIC WORKS FOR YOU

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93

CB06B

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: CITY OF SILVERTON CODE # 061-72522

DISTRICT NUMBER: 2 COUNTY: HAMILTON DATE 09 / 23 / 97

CONTACT: David M. Emerick, P.E. PHONE # (513) 791-1700

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS.)

PROJECT NAME: MONTGOMERY ROAD IMPROVEMENTS

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
 (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 207,900.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____
 MBE SET-ASIDE OFFERED
 Construction \$ _____
 Procurement \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 297,000.00 FUNDING REQUESTED: \$ 207,900.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 207,900.00

LOAN ASSISTANCE: \$ _____

LOAN: \$ _____

% _____ TERM: _____ Yrs. (Attach Loan Supplement)

(Check Only 1)

- ☒ State Capital Improvement Program
☐ Local Transportation Improvements Program
☐ Small Government Program

DISTRICT MBE SET-ASIDE:

Construction \$ _____
 Procurement \$ _____

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____

APPROVED FUNDING: \$ _____

Local Participation _____ %

Loan Interest Rate: _____ %

OPWC Participation _____ %

Loan Term: _____ Years

Project Release Date: _____

Maturity Date: _____

OPWC Approval: _____

Date Approved: _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(ROUND TO NEAREST DOLLAR)

- a) Project Engineering Costs:
- 1. Preliminary Engineering \$.00
 - 2. Final Design \$.00
 - 3. Other Engineer's Services * \$.00
 - Supervision \$.00
 - Miscellaneous \$.00
- b) Acquisition Expenses:
- 1. Land \$.00
 - 2. Right-of-Way \$.00
- c) Construction Costs: \$ 270,140.00
- d) Equipment Purchased Directly: \$.00
- e) Other Direct Expenses: \$.00
- f) Contingencies: \$ 26,860.00
- g) **TOTAL ESTIMATED COSTS:** \$ 297,000.00

MBE \$	FORCE ACCOUNT \$
<u> </u>	<u> </u>
<u> </u>	<u> </u>
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1.2 PROJECT FINANCIAL RESOURCES:

(ROUND TO NEAREST DOLLAR AND PERCENT)

		%
a) Local In-Kind Contributions	\$ <u> .00</u>	<u> </u>
b) Local Public Revenues	\$ <u>29,700.00</u>	<u>10</u>
c) Local Private Revenues	\$ <u> .00</u>	<u> </u>
d) Other Public Revenues		
1. ODOT PID # <u> </u>	\$ <u> .00</u>	<u> </u>
2. EPA / OWDA	\$ <u> .00</u>	<u> </u>
3. OTHER (MRF)	\$ <u>59,400.00</u>	<u>20</u>
SUB-TOTAL LOCAL RESOURCES:	\$ <u>89,100.00</u>	<u>30</u>
e) OPWC Funds		
1. Grant	\$ <u>207,900.00</u>	<u>70</u>
2. Loan	\$ <u> .00</u>	<u> </u>
3. Loan Assistance	\$ <u> .00</u>	<u> </u>
SUB-TOTAL OPWC RESOURCES:	\$ <u>207,900.00</u>	<u>70</u>
f) TOTAL FINANCIAL RESOURCES:	\$ <u>297,000.00</u>	<u>100</u>

* Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in Section 5.2, listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: MONTGOMERY ROAD IMPROVEMENTS

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a. SPECIFIC LOCATION:

Montgomery Road (U.S. 22 and S.R. 3) entire City of Silverton Limits, from Coleridge Avenue to Stewart Road (5,000 LF), Hamilton County, Ohio.

PROJECT ZIP CODE: 45236

b. PROJECT COMPONENTS:

Remove pavement full depth on the southbound curb lane from Stewart Road to Plainfield Road. Compact subgrades and construct 10" asphalt concrete base in this area. Complete spot base repairs on other sections of curb lanes in Silverton Corporation Limits. Remove existing pavements full depth at all bus stop locations in curb lanes, and construct new 9" concrete pavements. Resurface both curb lanes from Coleridge to Stewart with a 1-1/2" asphalt concrete leveling course, and a 1-1/4" surface course (except bus stop areas).

c. PHYSICAL DIMENSIONS / CHARACTERISTICS:

Begin at western City Limits just west of the intersection with Coleridge Avenue. End at eastern City Limits just east of the intersection with Stewart Road for an approximate total length of 5,088 LF. Existing lane width is approximately 10' wide. Place 16 each, concrete pads 85' long x 10' wide x 9" thick at existing bus stop locations.

d. DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallons per household. Attach current rate ordinance.

The ADT on Montgomery Road at Plainfield Road is 20,000, which was last counted in 1988.

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life; 15 Years - Asphalt Pavements
25 Years - Concrete Pavements

Attach **Registered Professional Engineer's** statement, with original seal and signature, certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR / REPLACEMENT or NEW / EXPANSION:

TOTAL PORTION OF PROJECT REPAIR / REPLACEMENT	\$ 297,000.00	100	%
State Funds Requested for Repair and Replacement	\$ 207,900.00	70	%

TOTAL PORTION OF PROJECT NEW / EXPANSION	\$ 0		%
State Funds Requested for New and Expansion	\$ 0		%

(SCIP Project Grant Funding for New and Expansion cannot exceed 50% of the total Project Costs.)

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering / Design:	05 / 01 / 98	07 / 31 / 98
4.2 Bid Advertisement:	08 / 01 / 98	08 / 31 / 98
4.3 Construction:	10 / 01 / 98	06 / 30 / 99

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	James L. Siegel
TITLE	Mayor
STREET	City of Silverton
	6860 Plainfield Road
CITY / ZIP	Silverton, Ohio 45236
PHONE	(513) 793 - 7980
FAX	(513) 793 - 0558

5.2 CHIEF FINANCIAL

OFFICER	Robert Fredericks
TITLE	Clerk
STREET	City of Silverton
	6860 Plainfield Road
CITY / ZIP	Silverton, Ohio 45236
PHONE	(513) 793 - 7980
FAX	(513) 793 - 0558

5.3 PROJECT MANAGER

TITLE	David M. Emerick, P.E.
STREET	City Engineer
	CDS Associates, Inc.
	11120 Kenwood Road
CITY / ZIP	Cincinnati, Ohio 45242
PHONE	(513) 791 - 1700
FAX	(513) 791 - 1936

6.0 ATTACHMENTS / COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

- X A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. (Attach)
- X A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)
- X A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)
- N/A A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. (Attach)
- X Capital Improvements Report: (Required by 164 O.R.C. on standard form)
x A: Attached.
_____ B: Report/Update Filed with the Commission within the last twelve months.
- N/A Floodplain Management Permit: Required if project is in 100-year floodplain. See Instructions.
- X Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full-time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement and a Notice to Proceed for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

James L. Siegel, Mayor

Certifying Representative (Type or Print Name and Title)

James L. Siegel
Signature / Date Signed

9/25/97

CDS Associates, Inc.

Project: MONTGOMERY ROAD IMPROVEMENTS
PRELIMINARY OPINION OF CONSTRUCTION COST
CITY OF SILVERTON

DATE: Sep-97
PROJECT: 97014-04

SCIP

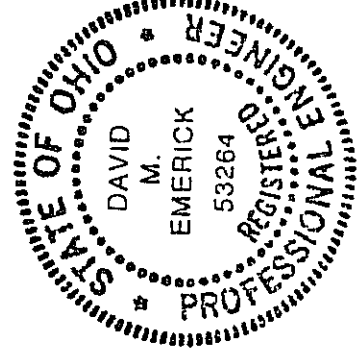
Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	202	PAVEMENT REMOVAL	750	CY	\$12.00	\$9,000.00
2	203	SUBGRADE COMPACTION	2,245	SY	\$2.00	\$4,490.00
3	254	PAVEMENT PLANING	10,000	SY	\$3.00	\$30,000.00
4	301	BITUMINOUS AGGREGATE BASE COURSE	650	CY	\$60.00	\$39,000.00
5	403	ASPHALT CONCRETE LEVELING COURSE, 1-1/2"	585	CY	\$65.00	\$38,025.00
6	404	ASPHALT CONCRETE SURFACE COURSE, 1-1/4"	425	CY	\$65.00	\$27,625.00
7	407	TACK COAT	1,200	GAL	\$1.00	\$1,200.00
8	451	9" P.P.C.C. PAVEMENT AT BUS STOP AREAS	2,116	SY	\$50.00	\$105,800.00
9	614	MAINTENANCE OF TRAFFIC	1	LS	\$10,000.00	\$10,000.00
10	642	PAVEMENT MARKING	1	LS	\$5,000.00	\$5,000.00
		SUBTOTAL				\$270,140.00
		CONTINGENCY @ 10%				\$26,860.00
		PRELIMINARY OPINION OF CONSTRUCTION COST TOTAL				\$297,000.00

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE ASPHALT PAVEMENTS REPAIRED BY THE MONTGOMERY ROAD IMPROVEMENTS WILL BE 15 YEARS AND 25 YEARS FOR NEW CONCRETE BUS STOP AREAS.

PRELIMINARY OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLAN COMPLETION, AND UPON RECEIPT OF BIDS FROM QUALIFIED CONTRACTORS.

David M. Emerick

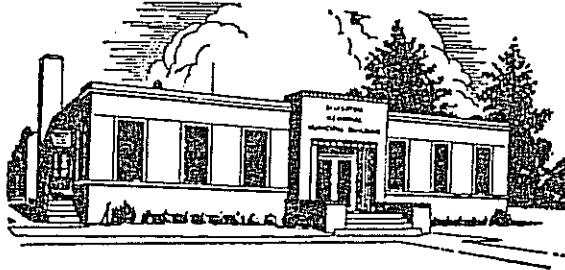
David M. Emerick, P.E., #53264



The City of Silverton

HAMILTON COUNTY
SILVERTON, OHIO 45236

6860 PLAINFIELD PIKE
793-7980



September 18, 1997

OHIO PUBLIC WORKS COMMISSION
65 EAST STATE STREET, SUITE 312
COLUMBUS, OHIO 43215

TO WHOM IT MAY CONCERN:

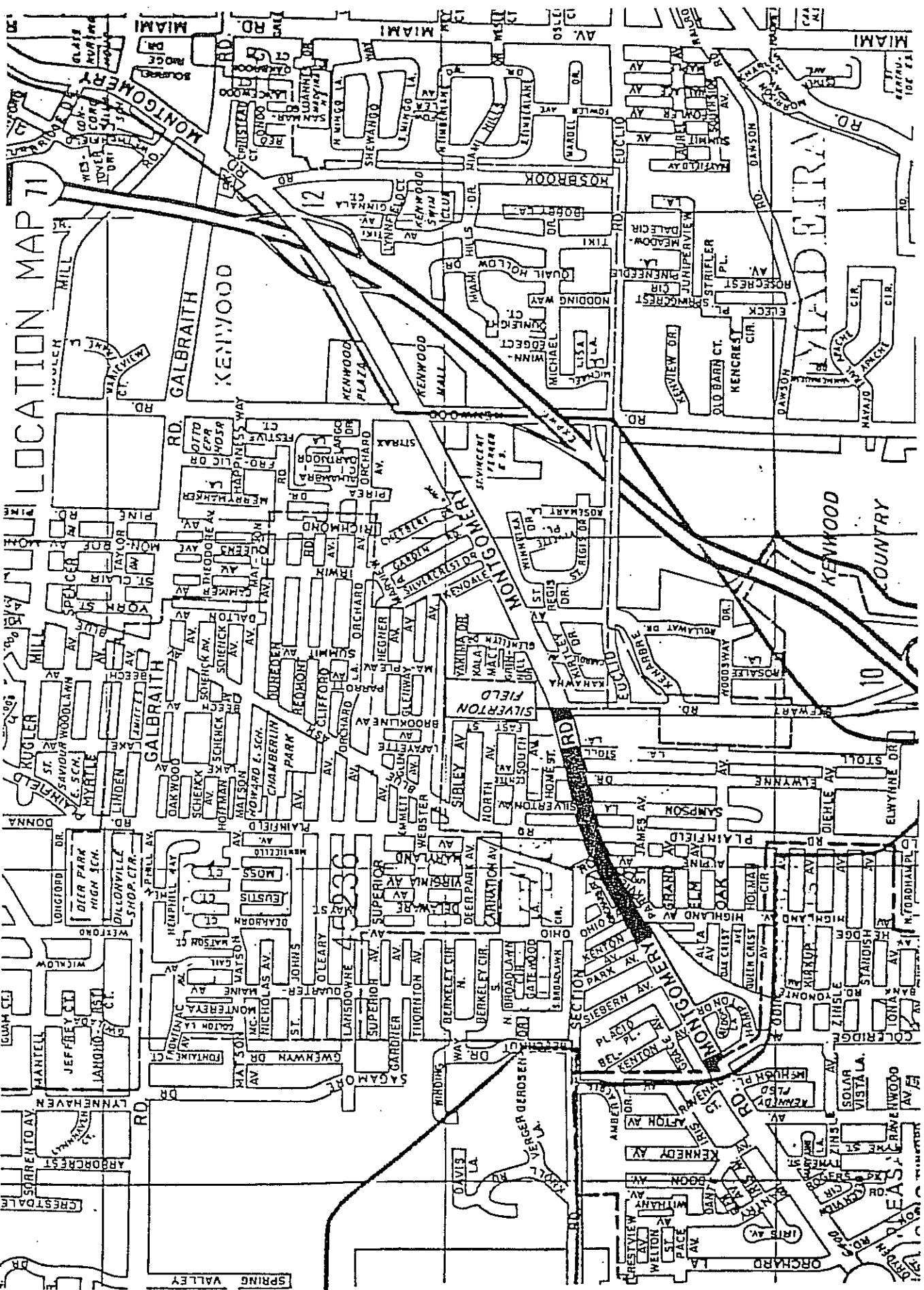
THIS IS TO CERTIFY THAT THE CITY OF SILVERTON HAS \$30,000.00 IN THE STATE HIGHWAY FUND FOR OUR PORTION OF THE MONTGOMERY ROAD IMPROVEMENT PROJECT.

SINCERELY,

ROBERT J. FREDERICKS
CITY CLERK

RF/bw

CC: FILE



LOCATION MAP 11

KENWOOD
GALBRAITH

KENWOOD
COUNTRY

SPRING VALLEY

RESOLUTION 280

A RESOLUTION AUTHORIZING THE MAYOR AND THE CLERK TO SUBMIT APPLICATIONS TO AND TO ENTER INTO CONTRACTS WITH THE OHIO PUBLIC WORKS COMMISSION FOR STATE CAPITAL IMPROVEMENT PROGRAM (SCIP) FUNDS

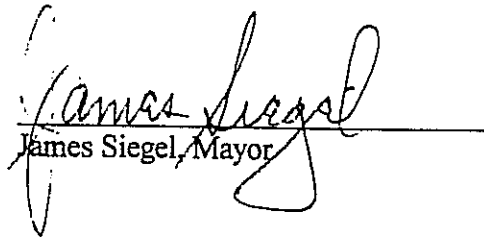
BE IT RESOLVED by the Council of the City of Silverton, Ohio, four members elected thereto concurring:

Section I. That the Mayor and the Clerk be, and are hereby authorized to submit to the Ohio Public works Commission applications for 1998 SCIP funding of the following projects:

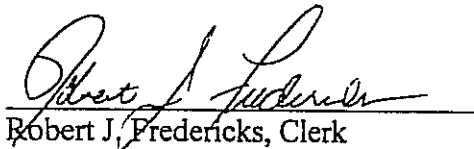
1. Placid Place Storm Water Improvements Phase II.
2. Montgomery Road improvements.

Section II: The Mayor and the Clerk are further authorized to enter into contracts with the Ohio Public works Commission for the funding of any of the aforesaid projects should SCIP funding be provided for one or more of these projects.

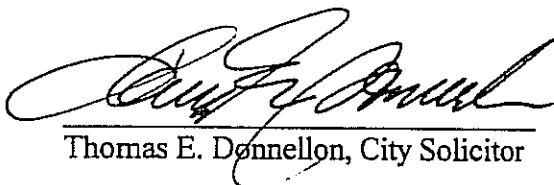
Passed this 15th day of September, 1997.


James Siegel, Mayor

Attest:

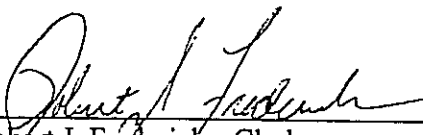

Robert J. Fredericks, Clerk

Approved as to Form:

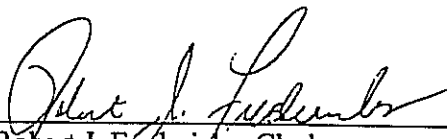

Thomas E. Donnellon, City Solicitor

silverto/SCIP.res

I, Clerk of the City of Silverton, Ohio, certify that on the 15th day of September, 1997, the foregoing Resolution was published pursuant to Article IX of the Home Rule Charter by posting true copies of said Resolution at all of the places of public notices as designated by Section 3140(B), Code of Ordinances.


Robert J. Fredericks, Clerk

I, Clerk of the City of Silverton, Ohio, certify that the attached is a true and correct copy of Resolution No. 280, RESOLUTION AUTHORIZING THE MAYOR AND THE CLERK TO SUBMIT APPLICATIONS TO AND TO ENTER INTO CONTRACTS WITH THE OHIO PUBLIC WORKS COMMISSION FOR SCIP FUNDS, passed on the 15th day of September, 1997.


Robert J. Fredericks, Clerk

ADDITIONAL SUPPORT INFORMATION

For Program Year 1998 (July 1, 1998 through June 30, 1999), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State Form BR-86.

Closed	_____	Poor	_____
Fair	<u>X</u>	Good	_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Curb lanes in both the northbound and southbound direction on Montgomery Road are alligatored on the surface, and potholes are developing due to base failure. Heavy vehicular traffic, including Metro Buses has contributed to the base failure, as well as rutting and shoving of asphalt concrete pavements, especially at bus stop locations. When the roadway was last resurfaced, deep pavement planing and minimal base repairs were completed contributing to the current base failure. This section of roadway has been a continued maintenance problem for the City.

- 2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1998) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

3 weeks/months (Circle one)

Are preliminary plans or engineering completed?

Yes No

Are detailed construction plans completed?

Yes No

Are all right-of-way and easements acquired? *

Yes No N/A

* Please answer the following if applicable:

No. of parcels needed for project: _____ of these, how many are Takes _____, Temporary
_____ Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired. N/A

Are all utility coordinations completed

Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed.

3 weeks/months

- 3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

Lane settlement areas and wheel rutting is causing ponding problems during and after rain storms. Ponding this deep can cause hydroplaning and loss of vehicle control for motorists. The improvement would enable Montgomery Road to meet the high volume traffic demands through the northeast corridor and surrounding areas. Improved travel will have a positive impact on residential and commercial development along this corridor.

- 4) What type of funds are to be utilized for the local share for this project?

Federal _____ ODOT _____ Local _____ X _____
MRF _____ X _____ OWDA _____ CDBG _____
Other _____

NOTE: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1997, for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

_____ 30 _____ %

- 5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ No Ban _____ X _____

Will the ban be removed after the project is completed?

Yes _____ No _____

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

$$\underline{\text{Daily Users} = 20,000 \text{ VPD} \times 1.2 = 24,000 \text{ VPD} + \text{Metro}}$$

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., Chapter 164?

Yes X No

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Montgomery Road, U.S. 22 is a Federal Highway which extends from Cincinnati through Wilmington, Lancaster, and Stuebenville, then into Pennsylvania. The road serves as a major arterial road from downtown Cincinnati to the northeast suburbs, including Silverton, Kenwood, Montgomery, and Symmes Township. The road serves residential development in this area, but more importantly serves the commercial development along the corridor, including the Kenwood Mall and Towne Center about a mile north of the City Limits. It also serves as a major arterial for Metro Bus traffic.

- 9) For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS Proposed LOS

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

Not applicable

Montgomery Road Improvements



ALTHOUGH REPAVED IN 1991, DEEP RUTTING AND ALLIGATORING AREAS CONTINUE TO GROW IN SIZE DESPITE SPOT BASE REPAIR AREAS. CONCRETE BASE PAVEMENTS ARE FAILING / DISINTEGRATING UNDER THE HEAVY METRO BUS LOADING CONDITIONS. NOTE THE BASE MATERIAL (MUD) PUMPING THROUGH THE CRACKS IN THE SURFACE.



MONTGOMERY ROAD NORTHBOUND LANE NEAR STEWARD ROAD INTERSECTION

Montgomery Road Improvements



SEVERE RUTTING AND ALLIGATORING CONTINUE ADJACENT TO PATCHING AREAS. WHEEL LOADING FROM BUS TRAFFIC STOPPED AT THIS INTERSECTION SINKS INTO THE FAILED PAVEMENT. CONCRETE PADS ARE RECOMMENDED TO PREVENT RUTTING.



MONTGOMERY ROAD SOUTHBOUND LANE NEAR SILVERTON AVENUE INTERSECTION

Montgomery Road Improvements



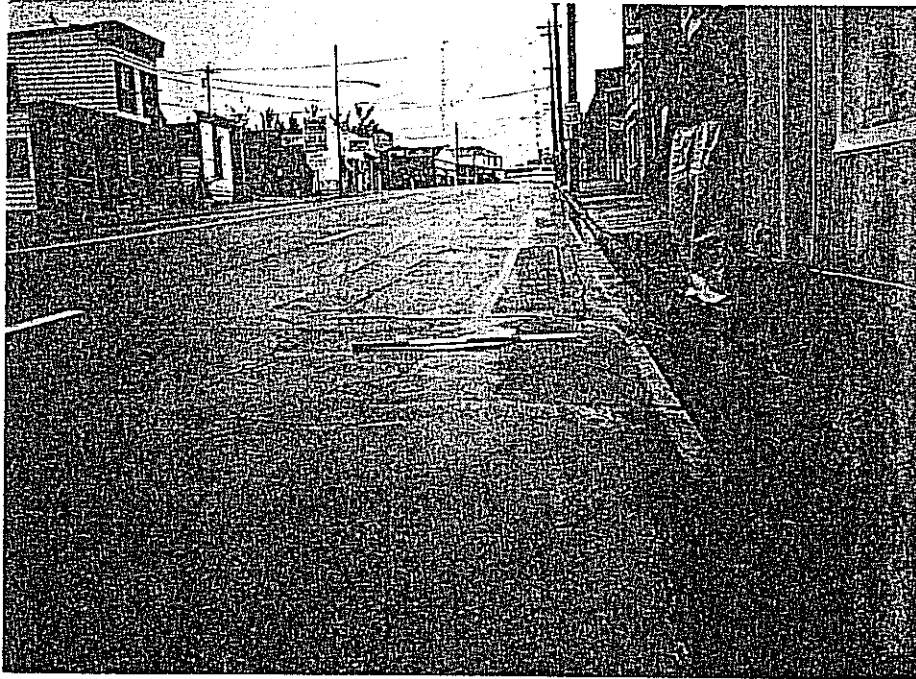
SETTLEMENT OF ROADWAY (2-3 INCHES) AT CURB LINE AND WHEEL RUTTING IS CAUSING PONDING PROBLEMS AFTER RAIN STORMS. PONDING THIS DEEP CAN CAUSE HYDROPLANING AND POSSIBLE LOSS OF VEHICLE CONTROL FOR MOTORISTS.

MONTGOMERY ROAD
SOUTHBOUND LANE NEAR
COLERIDGE AVENUE



MONTGOMERY ROAD NORTHBOUND LANE NEAR INTERSECTION WITH SAMPSON LANE AND SILVERTON AVENUE. RUTTING OF PAVEMENT AT INTERSECTION.

Montgomery Road Improvements



*MONTGOMERY ROAD NORTHBOUND LOOKING TOWARD SECTION ROAD.
PAVEMENTS CONTINUE TO DETERIORATE ADJACENT TO
REPAIR AREAS, DUE TO BASE FAILURE.*



*PAVEMENT
FAILURE AT
INTERSECTION
RADIUS.*

*MONTGOMERY ROAD NORTHBOUND LANE NEAR INTERSECTION WITH
SAMPSON LANE AND SILVERTON AVENUE.*

PROJECT APPLICATION - MUNICIPAL ROAD FUND

INSTRUCTIONS: Use one form for each project.
 Assign priority to projects.
 The application cost estimate shall be prepared: By the Municipality's
 Engineer or a Registered Engineer of the Municipality's choosing.
 Submit before August 1.

- (1) Municipality City of Silverton
- (2) Road Name Montgomery Road (U.S. 22 and S.R. 3)
- (3) Project Limits From Coleridge Avenue to Stewart Road (5,000 LF)
- (4) Project Priority 1 (1998)
- (5) Present Roadway Data:
- (a) Pav't. Width 40' - 50' (b) R/W Width 60' (c) Curb Type 6
- (d) Type Surface Asphalt (e) Type Base Bituminous Aggre. (f) Shldr. Type None
- (g) Shldr. Width N/A (h) Year Last Resurfaced 1991
- (6) Present condition of project area: List deficiencies and reasons for improvement.
- The curb lanes in both the northbound and southbound direction are alligatored on the surface and potholes are developing due to base failure. Heavy vehicular traffic, including Metro buses has contributed to the base failure, as well as rutting and shoving of asphalt concrete pavements, especially at bus stop locations.
- (7) Project description or statement of work to be done: Include width and type of new pavement and other project particulars.
- Remove pavement full depth on the southbound curb lane from Stewart Road to Plainfield Road. Compact subgrades and construct 10" asphalt concrete base in this area. Complete spot base repairs on other sections of curb lanes in Silverton Corporation limits. Remove existing pavements full depth at all bus stop locations in curb lanes, and construct new 9" concrete pavements. Resurface both curb lanes from Coleridge to Stewart with a 1-1/2" asphalt concrete leveling course and a 1-1/4" surface course (except bus stop areas).
- (8) Traffic Data: (a) Present Volume 20,000 (b) Date of Count 1988
- (9) Cost Estimate:
- When engineering plans are necessary, list the following costs:
- | | |
|---|-----------------------|
| (a) Preparation of preliminary plans & estimates, etc. | \$ <u>2,500.00</u> |
| (b) Preparation of final plans & estimates, etc. | \$ <u>25,000.00</u> |
| Construction Cost Estimate | \$ <u>297,000.00</u> |
| Other Costs (specify) | \$ <u>N/A</u> |
| Total Project Cost for which application to MRF is made | \$ <u>57,200.00 *</u> |
- (10) Estimated date construction can be started after approval July, 1998 (with MRF and SCIP funds.
- (11) Estimated date construction can be started if not funded 100% from Municipal Road Fund Unknown
- (12) Cost Estimate Prepared By: David M. Emerick, P.E. Date: July 30, 1997
- (13) Application Prepared By: CDS Associates, Inc. Date: July 30, 1997

* Represents engineering fees and 10% construction match. A SCIP application will be submitted for construction funding.

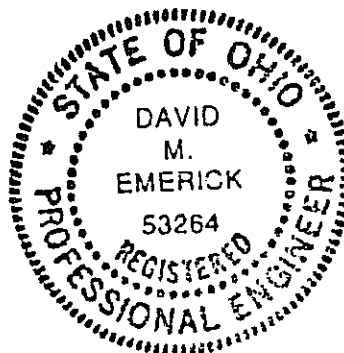
ACCOUNT	110	116	117	118	210	212	213	214	215	216	217
FUND	General Fund	Entry of Fortelure Fund	Drug Offender Fund	Fire Department Fund	Street Maintenance Fund	Street Scaping Fund	Plainfield/ Blue Ash Rd Project	Berkenton Storm Swr Project	Ohio Ave MRP	Section Rd MRP	Woodford Rd MRP
Book Balance 12/31/95	(221,721.64)	(526.63)	4,568.32	157,484.03	46,537.71	0.00	0.00	0.00	19,482.82	(20,754.95)	(47,033.23)
Plus 1996 Receipts	1,672,462.12	0.00	14,493.30	371,030.38	194,527.65	1,500.00	33,750.00	192,500.00	0.00	2,965.00	0.00
Less 1996 Expenses	1,954,005.57	6,468.87	0.00	384,248.05	84,493.24	0.00	2,350.00	119,565.58	0.00	3,382.38	0.00
Book Balance 12/31/96	(503,265.09)	(6,997.50)	19,081.62	164,265.36	156,572.12	1,500.00	31,400.00	72,934.42	19,482.82	(21,172.33)	(47,033.23)
Adjustment A	129,331.34			(60,256.68)	167,976.29				(19,482.82)	21,172.33	47,033.23
Adjustment B	24,405.57	1,540.00	(1,653.50)	(7,460.01)	(8,210.40)						
Revised Balance 12/31/96	(349,528.18)	(5,457.50)	17,408.12	96,548.67	316,338.01	1,500.00	31,400.00	72,934.42	0.00	0.00	0.00
Adjustment 18	(805.08)										
Adjustment 19	251.23										
Adjustment 20	150.00										
Adjustment 21	(4,327.85)			4,244.75							
Adjustment 22					(61,309.35)						
Adjustment 23	(483.23)										
Adjustment 24	8,000.00										
Adjustment 25	(1,513.42)										
Adjustment 26	81,528.88			(44,156.34)	(23,706.37)						
Adjustment 27					(17,246.19)						
Adjustment 28					(4,956.35)						
Adjustment 29	1,068.61	10,922.58	(11,991.19)								
Subtotal (Adjustment C)	83,868.94	10,922.58	(11,991.19)	(39,911.59)	(107,218.20)	0.00	0.00	0.00	0.00	0.00	0.00
Adjusted Balance 12/31/98	(265,659.24)	5,465.08	5,416.93	58,637.08	209,119.75	1,500.00	31,400.00	72,934.42	0.00	0.00	0.00

ACCOUNT FUND	218 Stewart Rd MRP	220 State Highway Fund	230 Earnings Tax Fund	250 Park Improvement Fund	310 Capital Improvement Fund	510 Debt Retirement Fund	610 Pooled Investment Fund	910 Contingency Reserve Fund	Total Adjustments to Book	Total Funds Book Balance
Book Balance 12/31/85	250,000.00	62,427.18	46,839.51	0.00	27,732.51	2,421.00	43,334.30	121,188.30		
Plus 1986 Receipts	0.00	9,673.65	854,946.95	3,000.00	0.00	158,600.00	0.00	0.00		
Less 1986 Expenses	0.00	5,695.44	897,664.46	0.00	0.00	178,802.54	0.00	0.00		
Book Balance 12/31/86	250,000.00	66,405.39	4,122.00	3,000.00	27,732.51	(19,781.54)	43,334.30	121,188.30	0.00	362,749.15
Adjustment A	(250,000.00)		858.90					(70,000.00)	(33,369.41)	(33,369.41)
Adjustment B									8,621.66	8,621.66
Revised Balance 12/31/86	0.00	66,405.39	4,978.90	3,000.00	27,732.51	(19,781.54)	43,334.30	51,188.30	(24,747.75)	359,001.40
Adjustment 18									(805.08)	(805.08)
Adjustment 19									251.23	251.23
Adjustment 20									150.00	150.00
Adjustment 21									(83.10)	(83.10)
Adjustment 22									(61,309.35)	(61,309.35)
Adjustment 23									(483.23)	(483.23)
Adjustment 24								(8,000.00)	0.00	0.00
Adjustment 25									(1,513.42)	(1,513.42)
Adjustment 26						(2,421.00)	(11,244.97)		0.00	0.00
Adjustment 27						17,246.19			0.00	0.00
Adjustment 28						4,956.35			0.00	0.00
Adjustment 29									0.00	0.00
Subtotal (Adjustment C)	0.00	0.00	0.00	0.00	0.00	19,781.54	(11,244.97)	(5,000.00)	(83,792.95)	(83,792.95)
Adjusted Balance 12/31/86	0.00	66,405.39	4,978.90	3,000.00	27,732.51	(0.00)	32,089.33	43,188.30	(88,540.70)	294,208.45

TRAFFIC CERTIFICATION STATEMENT

This is to certify that the 24-hour traffic volume has been obtained from the OKI Regional Traffic Count Directory. The count listed was a manual count conducted by ODOT in 1988.

David M. Emerick 9-25-87
SIGNATURE DATE



RESULTING EMPLOYMENT OPPORTUNITIES

- A. **Temporary Employment:** It is anticipated that 5 temporary construction jobs will be created as a result of this project.
- B. **Full-time Employment:** It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.

Ohio Public Works Commission

Capital Improvement Report

Summary Form

City of Silverton

Subdivision : _____ Code: 061-72522

Date: 9/23/97

Infrastructure Replacement			Repair Cost	Total (Units)	Units/Physical Condition					
Component	Cost		Cost		Excellent	Good	Fair	Poor	Critical	Unknown
Roads	13,060,000		3,195,000	Center Lane Miles 14.4	0.25	8.66	1.90	3.59	0	0
Bridges	739,500		63,000	Number of Bridges 2	0	1	1	0	0	0
Culverts	27,400		9,400	Number of Culverts 3	0	0	2	1	0	0
Water Supply Systems	0		0	Number of Facilities 0	0	0	0	0	0	0
Water Distribution	0		0	Linear feet (Thousands) 0	0	0	0	0	0	0
Wastewater System	0		0	Number of Facilities 0	0	0	0	0	0	0
Wastewater Collection	0		0	Linear feet (Thousands) 0	0	0	0	0	0	0
Stormwater Collection	1,430,000		540,000	Linear feet (Thousands) 18.7	1.30	3.10	12.70	0.60	0.50	0.50
Solid Waste Disposal	0		0	Capacity (tons per day) 0	0	0	0	0	0	0
Totals	\$15,256,900		\$3,807,400							

Subdivision Socio-Economic Characteristics

Current	1990 CENSUS			INFORMATION	
	Population	Total Households	Median Household Income	% Low to Moderate Income	% Poverty
Population	5,859				48
Total Households	2,568				10.9
% Unemployment	8.00		\$25,438.00	% Unemployment	8.00

Ohio Public Works Commission

Five Year Capital Improvement Plan/Maintenance of Effort

Subdivision Name: City of Silverton Code: 061-72522 Date: 9/23/97

Project Name / Description	Funding Code(s)	Status (A)ctive (C)omplete (P)ending	Total Cost	Two Year Effort		Five Year Plan				
				1995	1996	1997	1998	1999	2000	2001
				Funded				Funded		

Section Rd. Storm Sewer	MRF/OPW	C	61,000	41,000						
Woodford Rd. Improvements	OPWC/MR	C	180,000	180,000						
St. James / Parkview Improvements	CDBG	C	135,000	135,000						
East Winding Way Improvements	Gen. Fund	C	11,000	11,000						
Gerdson Lane Improvements	Gen. Fund	C	18,000	18,000						
Thornton Drive Improvements	Gen. Fund	C	21,000	21,000						
Superior Avenue Improvements	Gen. Fund	C	9,000	9,000						
Belkenton Avenue Improvements	Gen. Fund	C	165,000			165,000				
Plainfield/Blue Ash Road Inters. Imp.	MRF	C	62,000			62,000				
Stewart Road Improvements	HAM CO.	A	112,000			112,000				
West Fordham Rd. Improvements	Gen. Fund	P	35,000				35,000			
South Fordham Rd. Undersealing	Gen. Fund	P	32,000				32,000			
Alta Avenue Improvements	Gen. Fund	P	52,000				52,000			
Highland Avenue Improvements	Gen. Fund	P	52,000				52,000			
Tamworth Avenue Improvements	Gen. Fund	P	22,000				22,000			
Montgomery Road Improvements	OPWC/ GEN/MRF	P	297,000				297,000			
Placid Place Storm Sewer, Phase 2	OPWC/GEN	P	85,000				85,000			

Ohio Public Works Commission

Five Year Capital Improvement Plan/Maintenance of Effort

Subdivision Name: _____ City of Silverton _____ Code: 061-72522 _____ Date: 9/23/97

Project Name / Description	Funding Code(s)	Status (A)ctive (C)omplete (P)ending	Total Cost	Two Year Effort		Five Year Plan				
				1995	1996	1997	1998	1999	2000	2001
				Funded						
Cedarwood Ct. Improvements	Gen. Fund	P	10,000				10,000			
Cedarwood Pl. Improvements	Gen. Fund	P	23,000				23,000			
Tamworth Circle Improvements	Gen. Fund	P	22,000				22,000			
South Berkley Rd. Improvements	Gen. Fund	P	60,000				60,000			
Stoll Lane Improvements	MRF/OPW	P	206,000				206,000			
Silverton Ave. / Home Avenue Impvs.	CDBG	P	161,000					161,000		
Park Avenue Improvements	Gen. Fund	P	50,000					50,000		
Sampson Lane Improvements	MRF/OPWC	P	165,000						165,000	
Kenton Avenue Improvements	Gen. Fund	P	41,000						41,000	
East Gatewood Lane Improvements	Gen. Fund	P	42,000						42,000	
Grace Avenue Improvements (West)	Gen. Fund	P	24,500							24,500
Diehl Avenue Improvements	Gen. Fund	P	47,000							47,000
Redbank Road Improvements	Gen. Fund	P	18,000							18,000
East Street Improvements	Gen. Fund	P	37,000							37,000
Elm Street Improvements	Gen. Fund	P	45,000							45,000

SCIP/LTIP PROGRAM
ROUND 12 - PROGRAM YEAR 1998
PROJECT SELECTION CRITERIA
JULY 1, 1998 TO JUNE 30, 1999

JURISDICTION/AGENCY: SILVERTON

NAME OF PROJECT: MONTGOMERY ROAD

PRELIMINARY SCORE FOR THIS PROJECT: _____

FINAL SCORE FOR THIS PROJECT: _____

RATING TEAM: _____

- | | <u>POINTS</u> |
|---|---------------|
| 1) If SCIP/LTIP funds are granted, when would the construction contract be awarded? <u>(See Addendum for definition of delinquency)</u> | <u>10</u> |
| 10 Points - Will be under contract by end of 1998 and no delinquent projects in Rounds 9 & 10. | |
| 5 Points - Will be under contract by March 30, 1999 and/or jurisdiction has had one delinquent project in Rounds 9 & 10. | |
| 0 Points - Will not be under contract by March 30, 1999 and/or jurisdiction has had more than one delinquent project in Rounds 9 & 10. | |
| 2) What is the physical condition of the existing infrastructure to be replaced or repaired? <u>(See Addendum for definitions)</u> | <u>20</u> |
| 25 Points - Failed | |
| 23 Points - Critical | |
| 20 Points - Very Poor | |
| 17 Points - Poor | |
| 15 Points - Moderately Poor | |
| 10 Points - Moderately Fair | |
| 5 Points - Fair Condition | |
| 0 Points - Good or Better | |

NOTE: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

- 5 Points - Project design is for future demand.
- 4 Points - Project design is for partial future demand.
- 3 Points - Project design is for current demand.
- 2 Points - Project design is for minimal increase in capacity.
- 1 Point - Project design is for no increase in capacity.

1

4) How important is the project to *HEALTH, SAFETY, AND WELFARE* of the public and the citizens of the District and/or service area? (See Addendum for definitions)

- 10 Points - Highly significant importance, with substantial impact on all 3 factors.
- 8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.
- 6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.
- 4 Points - Minimal importance, with noticeable impact on 1 factor
- 2 Points - No measurable impact

4

WATER
PONDING

5) What is the overall economic health of the jurisdiction?

- 10 Points
- 8 Points
- 6 Points
- 4 Points
- 2 Points

8

6) What matching funds are being committed to the project, expressed as as a percentage of the *TOTAL CONSTRUCTION COST*? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

- 5 Points - 50% or more
- 4 Points - 40% to 49.99%
- 3 Points - 30% to 39.99%
- 2 Points - 20% to 29.99%
- 1 Point - 10% to 19.99%

3

- 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? **POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.**

5 Points - Complete ban
3 Points - Partial ban
0 Points - No ban of any kind

0

- 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more
4 Points - 12,000 to 15,999
3 Points - 8,000 to 11,999
2 Points - 4,000 to 7,999
1 Point - 3,999 and under

5

- 9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

5

- 10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above
3 Points - One of the above
0 Points - None of the above

3

ADDENDUM TO THE RATING SYSTEM DEFINITIONS/CLARIFICATIONS

Criterion 1 - ABILITY TO PROCEED

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project will be considered delinquent when any of the following occurs: 1) A letter is sent from the OPWC to the affected jurisdiction stating that the project has not moved in accordance with the time frame listed on the application (copies are sent to the District); or 2) no time extension has been granted by the OPWC; or 3) A jurisdiction receiving approval for a project subsequently terminates the same after the bid date on the application. The OPWC sends a letter to a jurisdiction which announces that its' project is going to be terminated when the project is sixty (60) days beyond the bid date shown on the original application and a time extension for the project has not previously been requested or has been denied.

2 - CONDITION

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (e.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: no part of the bridge can be salvaged; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (e.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: only the substructure can be salvaged with modifications; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (e.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: substructure and superstructure can be salvaged with extensive repairs; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (e.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: deck cannot be salvaged, substructure and superstructure need repair; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (e.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: deck can be salvaged with repairs and overlay; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (e.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: deck rehabilitation required, overlay not required.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor rehabilitation required.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity; Bridges: no work required.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

EXAMPLES: Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

EXAMPLES: Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

EXAMPLES: Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply, and if so, to what severity level (minor or significant). The severity and extent of the problem, as it relates to Health, Safety and Welfare, **MUST** be fully detailed by the applicant and apparent to the rating team. The Support Staff will not attempt to determine these issues on its own. Without such detail the jurisdiction should expect a lower rating than the project may deserve.

Criterion 9 - REGIONAL IMPACT

Definitions:

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving and entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.